

G. P. LAMMERT.AUCTIONEER, APPRAISER
AND SURVEYOR.**Public Auctions.****INTIMATIONS.****RACE HOLIDAYS.**

THE EXCHANGE BANKS will be
CLOSED for the Transaction of
EXCHANGE BUSINESS on WED-
NESDAY, THURSDAY and FRIDAY,
the 11th, 12th and 13th instant, at
12 15 a.m.

Hongkong, February 9, 1920.

HONGKONG STOCK EXCHANGE.

THE EXCHANGE will be CLOSED
for Business on WEDNESDAY,
THURSDAY, FRIDAY and SATUR-
DAY, the 11th, 12th, 13th and 14th
instant.

By Order of the Committee,
W. LOGAN,
Secretary.

Hongkong, February 9, 1920.

REPULSE BAY HOTEL.**RACE WEEK.**

DINNER DANCERS will be held on
the following evenings:—

WEDNESDAY, 11th February.
THURSDAY, 12th February.
FRIDAY, 13th February.
SATURDAY, 14th February.

Special Table D'Hotel Menu at
\$3.00 per head.

Bookings can be made at the
Hongkong Hotel Main Office or
direct with Repulse Bay.
Telephone No. 881.

SUNDAY, 15th February.

ORCHESTRAL CONCERTS will be
held during Tiffin and Afternoon
Tea.

MOTOR CAR FOR SALE.

1918 OVERLAND SEATER (fast).
In perfect running order well turned
out. Owner leaving Colony.

Price \$1,000.

Apply Commander McCOWEN,
H.M.S. "Albatross," Naval Yard.

**HONGKONG BOXING
ASSOCIATION.**

PRESIDENT:—His Excellency Sir R. E.
Stubbins K.C.M.G., Governor.

CHAIRMAN:—His Honour Sir William
Rees Davies, K.C., Chief Justice.

THIRD TOURNAMENT.

At "The Ring" Volunteer Head-
quarters, Parade Ground (adjoining
Lynd Peak Tram Station). Specially
arranged Matched, capable of holding
2,000.

SATURDAY, FEBRUARY 14th, 1920,
at 9.15 P.M.

1-20 Round Contest for the Wel-
sh-Welsh Championship of the
Colony, and the Mounted Police
Reserve B.A.

Between Sergt. "Sky" Kerrison,
R.N.Y.P. (Holder),
And Stoker Eddie Walters, H.M.S.
"Hawkins" (Challenger).

2-15 Round Contest for the MIDDLE-
WEIGHT Championship of the
Colony, and the "HONGKONG
DAILY PRESS" Belt.

Between Pte. J. H. Mason,
R.M.L. "Hawkins,"
And C.E.R.A. Lee, H.M.S. "Am-
brose."

3-10 Round Contest for the AMATEUR
LIGHTWEIGHT CHAMPIONSHIP of
the Colony.

Between Young Maher, ex-Driver,
R.G.A. (Holder),
And Sergt. Ward R.N.Y.P.,
(Challenger).

4-8 Round MIDDLEWEIGHT Contest.
Between R.A. sergeant, H.M.S.
"Ambrose,"
And Seaman Willoughby, H.M.S.
"Hawkins."

5-8 Round LIGHTWEIGHT Contest.
Between "Ship's Cook" North,
H.M.S. "Coriaria,"
And Corporal Cook, R.M.L.,
H.M.S. "Hawkins."

6-8 Round FEATHERWEIGHT Contest.
Between Seaman Webb, H.M.S.
"Ambrose,"
And Seaman Deonhart, H.M.S.
"Hawkins."

Prizes:—Reserved, \$5 (Ringside raised
seats) and \$3 (Ringside Ground
level seats).

Unreserved, \$1.

DOORS OPEN at 8.30 P.M.

BOOKING at MOUTRIE'S as follows:—

WEDNESDAY, FEBRUARY 11th

Members (and their guests) of the
Hongkong Boxing Association only.

THURSDAY to SATURDAY, Feb.

12th to 14th, General Bookings.

Cash Booking only.

Referee:—Messrs. H. J. Gedge,
(Official Referee), W. Logan, A.
March and Major Rapson D.S.O.,
G. G. W. Tinson, Hon-Secretary,
J. C. WILSON, Manager.

INTIMATIONS**JUST RECEIVED**

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CONDENSED MILK, STERILIZED
NATURAL MILK, MALTED MILK
and SWEETENED COCOA and
MILK, sold at very reasonable prices
owing to the present high rate of
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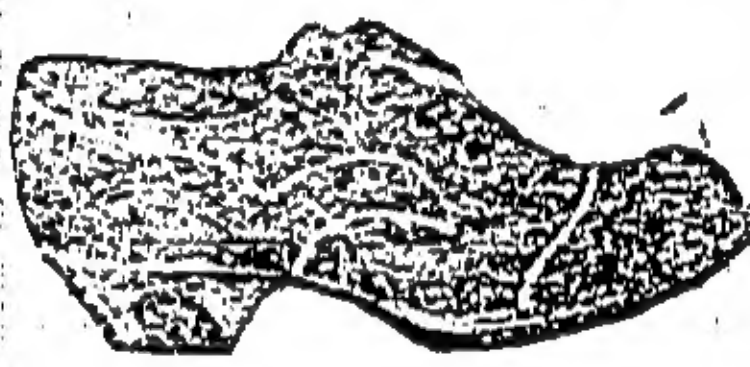
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Every Kind of Footwear
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CHERRY & CO.,
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Japanese & European styles.
Telephone No. 491
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THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
No. 1 for Rheumatism, No. 2 for Gout and
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WILLS' "CAPSTAN NAVY CUT" CIGARETTES.

Fresh Stocks of
MAGNUM SIZE
ARRIVED.
SOLD IN TINS OF 50

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

**U. S. SHIPBUILDING
COMPETITION.**

OUTPUT 50 PER CENT MORE
THAN BRITISH YARDS.

TRADE UNION RULES.

Sir George B. Hunter, of Messrs.
Swan, Hunter and Wigham Rich-
ardson, Ltd., the famous Tyne ship-
builders returned to England recently
by the Cunard liner Orinda, arriving
at Liverpool, from a month's visit to
the United States where he has had
an opportunity of studying on the
spot at the various shipbuilding cen-
tres of the United States, the condi-
tions and circumstances which at the
present time prevail in the United
States shipbuilding circles.

Sir George, in the course of an
interview with a representative of
the *Journal of Commerce*, made some
very important and trenchant state-
ments regarding the great develop-
ment that is now taking place in the
United States as regards shipbuilding,
and how these yards are in the future
going to very actively and strenuously
compete with British shipbuilding
firms for the building of new ships.
His reference to the remarkably
increased output which is now
the feature of United States yards
owing to the withdrawal of the
restriction of trade union rules, is a
topic which might with advantage
be considered by British trade union
officials, as these restrictions are
undoubtedly acting very detrimental-
ly to the output in British yards.

Sir George said he had visited New
York, Philadelphia, Washington,
Halifax, N.S., and Montreal, where
he made a special visit to several of
the shipyards in these places and
found them very busy and hard
at work. Some of the yards were
very large and very much up to
date, and capable of doing both an
enormous amount of work and
doing it well. What impressed
the British shipbuilder as much
as anything during a visit to the
States at the present time was the
speed with which these shipyards
could build large ships. They only
required about half as long on the
stocks between the laying of the
keel and the launching of the com-
pleted ship as these built in the
yards of this country. This was
done, although the men were only
working one eight-hour shift per day.
Instead of working two and three
shifts as they did during the war time
pressure, and was mainly due to the
fact that they were not
restricted in the employ-
ment of workmen to members of
trade unions, and the workmen did
not restrict the amount of work they
did per day. He saw riveters work-
ing who were putting in three times
as many rivets per day as riveters
usually do in England and Scotland
on similar work.

This increased output of work, of
course, increased the earnings of the

workmen. Some of the work in hull
and machinery had not been satis-
factory, as was to be expected during
the war, when so large a proportion
of untrained men were employed in
the shipbuilding trade, but in the
older yards, and in some of the new
ones, very good work was being done.
No doubt the number of shipyards in
the United States and Canada would
decrease, but a sufficient number of
them would survive to compete very
seriously with British shipbuilders,
and they would have the advantage
of larger and cheaper supplies of
steel in the not very distant future.
At the present time the United States
shipyards were not only turning out
ships much more quickly, but the
tonnage they were building was at
least 50 per cent. more than any of
the British shipyards.

MOTOR ROAD TRANSPORT.

The great railway strike through-
out the country has recently passed illu-
minated with the vividness of a lightning
flash the possibilities of motor road trans-
port. The course of events which
followed the declaration of that strike
justified us to the hilt the arguments
that were used by some of us during
the passage of the Ministry of Trans-
port Bill through Parliament, that
roads and road transport must be
developed as a vital part of the com-
munications of the country as a whole
and must never be subordinated to
canals and railways.

One effect of the strike was to de-
monstrate beyond possibility of dis-
pute that certain types of goods which
have hitherto been dealt with by rail-
way can be handled more expeditiously
by road.

The improvised London system of
food and milk distribution from a great
centre like Hyde Park, was a wonder-
ful demonstration of the efficiency and
utility of motor transport.

During the strike the main thor-
oughfares of London offered a re-
markable object lesson in the com-
parative efficiency of the tram and the
motor bus. It was a common expe-
rience to see long lines of tram cars
held up at congested traffic points,
whilst the motor bus was picking its
way through the traffic, reaching its
destination in about half the time that
was needed for the progress of the
tram car.

I am not going to contend that the
tramway has entirely outlived its
sphere of usefulness, but I do urge
that the tramway and light railway
should not be encouraged on the
public roads. It is far better busi-
ness to build up a motor transport
service which can be expanded with
the growth of the traffic than to tol-
erate a bad road carrying an unremu-
nerative tramway or light railway.

Therefore, I suggest that the Minis-
ter in exercising his powers of creating
new transport services should encour-

age the development of local motor
services, particularly in rural areas,
in conjunction with the smaller towns
and villages of the country. The de-
sirability of such a policy was em-
phasised in the report of the Rural
Transport (Scotland) Committee re-
cently issued. Discussing the utility
of the motor vehicles for the conve-
yance of agricultural produce the com-
mittee pointed out that motor trans-
port is possessed of a high degree of
flexibility:—

"The lorry can call at farms lying
off the main road, whereas in the case
of goods carried by a railway through
an agricultural district the majority of
the farmers would still have to carry
them for appreciable distances."

It was further pointed out that rural
transport would be possibly better
developed by means of an increased
number of motor and steam lorries and
tractors, "which have the great ad-
vantage over railways that they mini-
mise the hauling of goods from the
farm to the station and vice versa."

Assuming the adoption of the prin-
ciple it will probably be found desir-
able that as far as possible, if State
subsidies are to be provided at all the
Ministry of Transport should give sub-
ventions to local authorities and com-
panies rather than attempt to run road
transport services itself.

The whole question presses for
solution, and should be handled with-
out delay if the country is to take full
advantage of road motor traffic for
reducing the cost of the production and
distribution of goods. And such a
reduction there must be if the country
is to progress as a commercial nation.
Wages have risen and cannot be re-
duced. The only item in the cost of
production on which large savings can
be made is the cost of transport.—W.
Rees Jeffreys in *Engineering*.



**Wind Roughened Skins
Soothed by Cuticura**

When you return from your agi-
tated summer, the face and rub the
hands with Cuticura Ointment. Wash
off in five minutes with Cuticura Soap,
best applied with the hands, and con-
tinue bathing three minutes.
Cuticura Ointment is sold in 1/4 lb.
tins and 1/2 lb. tins. Cuticura Soap is
sold in 1/4 lb. boxes and 1/2 lb. boxes.
Cuticura is sold in 1/4 lb. boxes and 1/2 lb. boxes.

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ROSS'S BINOCULARS and TELESCOPES,
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High Class English Jewellery.

TO MAKE A DAINY MEAL.

Buy "ROOSTER BRAND" Macaroni, Vermicelli, Egg-Noodles,
Pasta Stars and other kinds of Soup Stuffs from us. All our Paste
Products, made in a new, well-ventilated and modern style Factory, are
pure, wholesome and of excellent quality.
Obtainable from all our Agents everywhere.
Samples and Price List will be given free of charge on application to
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ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting
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throughout. Best of Food and Service.
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(Two minutes from Star Ferry).

Recently renovated and furnished, electric light and fans throughout
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of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone K. 3. Telegraphic Add.: "PALACE"
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(THE ONLY AMERICAN HOTEL IN THE COLONY.)

108 HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes
walk from the Banks and Central District. 42 Bedrooms, Excellent Cuisine,
exquisitely clean. Moderate Terms. Monthly and Family Rates on
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and guaranteed to be the purest Bread in the
Colony. DON'T FORGET and order early our own
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Christening, Birthday & Wedding Cakes made to order.
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ICE CREAM
PARLOUR**
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CHOCOLATES
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Home-Made Assorted Chocolates
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California "Star" Chocolate
Assorted Chocolates (12 per tin)
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TANG YUK DENVER,
Successor to
the late BLEN TING,
14, D'ARVILLE STREET.
TERMS VERY MODERATE
Continuation free.

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G. MOUTON
15, MORTIMER HILL

NEW SHIPMENT OF LOWNEY'S CELEBRATED AMERICAN CHOCOLATES

ON SALE BY

A. S. WATSON & CO., LTD.,

The Hongkong Dispensary.

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TELEPHONE 346

FOR THE RACES. ELEGANT CLOTH CAPES.

Light weight and the latest Styles.

INSPECTION INVITED.

BIRTH.

CROOK.—Feb. 9, at the Government Civil Hospital, to Mr. and Mrs. A. H. Crook, a son.

MARRIAGE.

ANDERSON—WILKS.—On January 31, at Shanghai, George Simpson Anderson, of Aberdeen, to Madeline Agnes, eldest daughter of Captain W. B. A. Wilks, of Newchwang.

DEATHS.

HARTFORD.—On February 1, at Shanghai, Alice Wells, wife of Commander George B. Hartford, D.S.O., Royal Navy, aged 28 years.

MANNASER.—On February 2, at Hankow, the infant son of Mr. and Mrs. E. J. Mannaser, of Hankow.

STUART-MURRAY.—On February 4, at Shanghai, Donald John Stuart-Murray, of Norwich, aged 33 years.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, TUESDAY, FEB. 10, 1920.

THE EXCHANGE CRISIS.

The high dollar referred to in yesterday's most interesting cablegram, as bringing to a standstill Liverpool's cotton import trade, is the American or gold dollar, which is now in all practical ways the world's standard money. Locally, some of our people are just beginning to realize this, after noting that the high value of the silver dollar, as reflected in sterling exchange, does not show up as conspicuously *pari passu*, when American exchange is compared. The inexperienced have asked how it is, "the American dollar being 4s. 2d., that when the silver dollar is nearly six shillings the American exchange should not be more favourable—why, in short, a six shilling dollar should be worth less than 4s. 2d. The fallacy is beneath the simple trick of calling the American dollar a four-and-twopenny dollar. It isn't. It is a dollar dollar. To speak of a 4s. 2d. dollar is to speak in terms of sterling currency, and sterling is no longer sterling. The sovereign has been deposed by Bolshevik Bradburys; and the real criterion and standard, thanks to the industrial disruption of Europe and America's notion of financial security, has become the American dollar. American cotton is worth

American dollars. Lancashire, paying for it, cannot talk of four-and-twopenny dollars any more. The pound sterling is worth only what the Americans think it is, and the balance of trade decides their thinking for them.

It is no use for the Home experts to talk about controlling exchange, by licensing imports or otherwise, so long as the British Government persists in impairing its own commercial credit by political swashbuckling. It must stop its extravagance in military outlay, if it wants to have anything worth fighting for, and get back to work and production. In compensating France (and we none of us deny that France deserved compensation) the Allies did it so lavishly that it was made next to impossible for Germany to pay her debts to us. They killed the goose that should have laid us golden eggs; and then turned to America to finance them, to extend them very necessary credits. Having a little anxiety in her own household, and so able to judge its value, America is not keen to capitalize European anarchy. "Get back to work, and we will see about it," is the general effect of the Senate's decisions. The European militarists killed the spirit of the League of Nations' Covenant before ever it reached the American Senators, and they are now left to discover that as the world is run, commerce and credit and production do not automatically fall at the feet of proud conquerors. A war that is won may be lost, and the scriptures are upheld in the paradox that from him that hath shall not be taken away even that which he hath. The exchange crisis, as Reuter called it, is something more than that. Europe, is on the crumbling edge of bankruptcy and revolution. It is like a restive team, driven by an incompetent. The wisest thing our drivers can do is to throw the reins on the animal's back and drop quietly off. At present they are merely teasing the beast, and galloping down a steep place into anarchy. Incidentally, they are busy calling the horse bad names. That does no good. Their voices do not soothe it. Sometimes the driver is a bigger fool than the horse. Perhaps this is one of those times.

ADVERSARIA.

Sure. We expected UNION OF the little item about TENANTS a union of tenants in Manila, to defeat rent profiteers would make you say: Why not in Hongkong also? We can tell you why not. It would not work here because the "interests" are vindictive, because you know they are vindictive, and because you are afraid of their vindictiveness. Everybody who joined would want to do so anonymously. Employees would be afraid of having their jobs

prejudiced, because every director carries some other director on his directorial back; and traders would be afraid that their political venturesomeness would involve the withdrawal of irrelevant facilities. Throughout all our great and glorious empire, which we know unusually well, we know of no place where one small gang holds so many free born Britons in thrall as here. It would be funny if it were not so wicked.

Did you ever think of this? It is of the "interests," of the Panjandrums, to deprecate anonymous criticism when by their own actions they compel it? See the letter in last night's *China Mail* in which an interested shareholder explains that because he is a shipper of goods hence he dare not speak openly lest those who "control" or influence shipping facilities should penalize him. This fear or a close relation of it is so common in Hongkong, has been so often expressed to us, that it is beginning to affect us as a red rag is said to affect a bull. These things have been done in the past, and they have been attempted recently. By intimidation or by "inducements," the panjandrum caucus gets its own way. And Hongkong has had the grand old flag of freedom waving over it for nearly a hundred years. Who'd think it, that knows the conditions?

We hope the Commission now considering our economic resources and the development thereof, especially as regards prospecting and mining licences in the New Territory, will not forget to invite our excellent Clerk of Councils, Mr. A. G. M. Fletcher, to give evidence. We would like them to have his opinion on the question whether in the past applicants for prospecting or mining licences have always had the perfectly fair and completely satisfactory treatment to which they were entitled. Was the requisite and obviously necessary secrecy always carefully observed in respect to their proposals, so that no other person could discover what they were after and get in ahead of them?

How much Crown land is LAND, held by Government officials? Was it all obtained in open auction, in fair competition with outside bidders? Some Chinese friends have requested us to ask this. We haven't the slightest notion what is behind it. They wouldn't tell us. Well, there is no harm in asking. We trust the answer to the second will be in the affirmative.

"INTERESTED" In his remarkably convincing letter about the

Wharf and Godown Company's affairs, "Interested" tells some home truths that we hope were duly noted. Incidentally, he refers to the treatment of the *China Mail*, by Jardine's taipan, in a way that might make some people think we were hurt. We desire to correct that. Mr. John Johnston did us a good turn when, on the ground that he did not approve of the tone of the *China Mail*, he withdrew all Jardine's business, and the business of Jardine's clients, from our columns. Our business manager reports that the net results to the *China Mail* have been beneficial. The Advertiser believes that the political results were even better. That intolerant and domineering action sounded a tocsin. For the first time in history Britons in Hongkong were really confronted with the real mischief here. Now they are awake. Watch things move.

As a general rule it is of no interest to us what our kindergartens contemporary does, but we cannot allow it to humbug the public so cheaply as it tried to do last night. The *Telegraph* had (on the 7th inst.) jeered at the *Daily Press* for stating that news was received in the Colony that there were more than 2000 deaths at the Mania fire, and last night it came out with a stupid editorial in which it chided the rumour mongers, and said "the papers are innocent—at least we are." Let us see how innocent the *Telegraph* was. On Feb. 6 it reported numerous cablegrams arriving in the Colony. Although it has not been possible to trace all these cables, they amount in the aggregate to the following facts: We are given to understand by that the bluffer traced many of them. In his aggregate of facts, derived from all those he pretended to have seen, he discovered this: "It is feared there are a great many casualties, and the estimates (here we understand estimates based on messages received and pretended to have been seen by the *Telegraph* reporter) vary from 1500 to 2400 deaths." Very innocent, indeed, considering that no messages gave any estimates at all. Contrast the *China Mail* story, which hunted up the receivers of private messages, and found nothing in them. We referred to the local rumours of "thousands of deaths," and said bluntly that "absolutely no basis for this can be found." The *Telegraph* now admits that there was no basis for such figures. Why didn't it say what it must have known at the time, instead of blinding about "aggregates" and "estimates"? A more impudent attitude, in face of all the facts, we have never seen than the pose it assumed last night.

WHARVES AND GODOWNS.

Any reader who has digested the remarkable letter in last night's *China Mail*, and who thinks it leaves the Chairman of the Wharf and Godown Company a leg to stand on, must be very obtuse. The reason for the writer's anonymity is as stated. We guarantee solemnly and on honour that the letter is entirely *bona fide*, written by a man whose motives are the best, and who has inside knowledge of the ways in which local business has been wangled for years. We wish we had got in touch with him long ago, for his motives are our motives, namely, to clean things up a bit. No man who has resided here for any length of time doubts that some clearing is necessary. Personally, we haven't bought a local share since about the year 1905, when we learned enough to convince us that the local investor has no chance among the market riggers. The share transactions of some very respectable people here, if we could publish them, would not look nice. As the writer of the letter points out, Mr. John Johnston, is a new arrival and probably has not yet discovered the "games" that have been going on. When he does, we hope to find him on the side of the protestants, for all who know him speak highly of his integrity.

The annual party THE RACES, delirium starts tomorrow, so what is the use of talking politics until that's over? We have some interesting disclosures to make about Kowloon rents, which we shall hold over until the people's minds are less preoccupied by lotteries and totalizer dividends.

LOCAL AND GENERAL.

Today's dollar is worth 6s. 2½d.

There will be a "dinner dance" at the Repulse Bay Hotel to-morrow.

Mr. E. W. Hamilton, of the Civil Service returned to Hongkong on Monday.

Mr. A. G. Stephen, Manager, of the Shanghai branch of the H.K.S.B., is on a visit to Hongkong.

We are glad to learn that Chief Inspector Kerr is progressing favourably in hospital. Inspector Brazil is acting for him.

Mr. J. K. Brand, Capt. Dyer and Lieut. Skinner were the passengers who arrived in the Colony yesterday on the s.s. "Foonshing".

Inspector Gerrard has been appointed to the Police Training School, which has its headquarters in the new Police Building, Central Police Station.

The Captain's Cup for 1919, presented by Mr. A. Ritchie, to the Ladies' Section, of the Royal Hongkong Golf Club, has been won by Mrs. Kilgour who beat Mrs. Joseph Taylor in the final 2 and 1.

The Hongkong Tramway Company's traffic receipts for the week were \$14,003, or \$2,383 less than last year. The aggregate receipts for 6 weeks were \$78,327, or \$8,454 less than in the corresponding period of 1919.

A number of Police Inspectors and Sergeants whose leave has been much overdue owing to the war, will leave for Home on well-earned furlough soon. Amongst them are Inspectors Brazil, Macdonald, Watt, Angus, Brown, and Cashman.

H. M. Ships "Colombo," "Mag-nolia," "Hollyhock," "Foxglove," "Bluebell," "Cricketer," "Moth," "Manila," "Cockchafer," "Cardinal," and "Cicada" were to assemble at Plymouth on January 15 and proceed to the China Station. They may be expected here, soon.

The manager of Messrs. Brunner, Mond & Co., reports that a Chinese employee of the firm who was entrusted with \$6,500 to deposit in the Hongkong and Shanghai Bank, on Saturday, has disappeared. It is believed that he has absconded with the money. The Police are making investigations.

A Hollander named Alfred de Jager, was found drunk and incapable in a tram-car yesterday and removed to No. 2 Police Station and charged. He was allowed out on bail of \$5 and warned to attend Court this morning. When his name was called before Mr. J. R. Wood at the Magistrate's Court this morning, he failed to answer it, and his Worship ordered the bail to be forfeited.

BEWARE OF COLDS.

CHILDREN are much more likely to contract the contagious diseases, when they have colds. Whooping cough, diphtheria, scarlet fever and consumption are diseases that are often contracted when the child has a cold. That is why all medical authorities say beware of colds. For the quick cure of colds you will do nothing better than Chamberlain's Cough Remedy. It can always be depended upon and is pleasant and safe to take. For sale by all Chemists and Druggists.

THE KENNEDY TOWN FIRE.

INQUEST ON A VICTIM.

At the Magistrate's, yesterday afternoon, Mr. J. R. Wood, in his capacity as Coroner, held an inquiry into the circumstances surrounding the death of a Chinese woman named Leung Fook—one of the 53 persons who died as a result of the disastrous fire at Kennedy Town on the morning of February 4.

Dr. Scott, the doctor in charge of the Victoria Mortuary, deposed to have found, after examining the body, that death was due to suffocation.

Mr. Walter Prince of the P.W.D. said that he visited the premises in question on February 4, and prepared a plan of the building from the records in his office.

Inspector Macdonald said that at 11.40 p.m., on February 3 he was in his station when he received a telephone message about a fire in Belcher's Street. He rang the fire alarm and proceeded to the scene. There he found the first and second floors of the building on fire—witness arrived a minute or two after the Brigade. Witness tried to save some of the people. There was one stairway serving both Nos. 26 and 27. He could not go up these stairs, but went up the stairway serving Nos. 28 and 29. He got everyone out of Nos. 28 and 29. He then came down to the street and was informed that there was a dead body at No. 32a. He went to the stairs and found the dead body of a man. He then went to the first floor and found a large number of people on the landing, pushing and falling over each other; the stairs were also full of luggage and some bags of rice. The fire up to then had not passed No. 27. Witness asked for assistance, and sent word to the C.S.P. to get medical aid. He had as many people removed as possible. Most of them were dead—15 adults and 28 children. Ten injured persons were sent to the Hospital; eight of them died on the way. Witness stopped the panic. All the bodies had been removed before the fire reached No. 32a. The fire eventually burnt down the whole block.

Tai Tung, occupier of No. 32, Praya, Kennedy Town, said he lived in a cubicle on the second floor with his wife and two children. At 11.30 p.m. he was awakened on hearing a commotion, and went to the verandah to see what was the matter. He then woke up his eldest daughter and asked her to carry her younger sister on her back and go out to the street. He went with them, by the stairs in No. 32, and then returned to call his wife out. When he and his wife were coming down, the stairs were crowded. He did not see his wife fall out, as she was some distance away from him. The Police dragged him out, and he looked in vain for his wife. Next morning he identified his wife's body.

Gulab Shah, a watchman, said that the fire started in No. 26, on the side street. The smoke was issuing from four or five windows on the front. He blew his whistle and shouted to the people to get out.

Au Yim Sang, the accountant of the South China Commercial Trading Co., said that his Company rented No. 26, where the fire started. They stored sundry goods of all kinds—mineral ore, matting, human hair, bristles, rice paper from Japan, seaweed, tallow in bricks for making soap. On the day of the fire the godown was not opened. Witness could not explain the cause of the fire. Lights could be thrown in between the bars on top of the doors. There were a few panes of glass broken in the rear of the building. No one slept on the premises. The value of the goods in the godown on that night was estimated at about \$30,000.

A verdict of death by misadventure was returned. The jurors endorsed the commendation of the Magistrate that Inspector Macdonald had done his best to avert a worse disaster.

MR. WOLFE INSULTED.

The Hon. Mr. E. D. C. Wolfe, C.S.P., this morning charged a Chinese with using insulting language towards him. The defendant denied that the words were meant for the complainant.

Mr. Wolfe said that he was walking along Hollywood Road last night going West. When he came to a point between the Bellini Public School and the Chinese Temple, he saw the defendant walking towards him. The defendant had a child on his arm and was holding a length of sugar cane in his free hand. As witness passed him, the defendant used a bad Chinese expression. Witness looked back and saw the defendant hurrying down Ladder Street. Witness followed him, and the defendant dodged into a circular pathway. Witness hastened his pace and caught the defendant and questioned him. The defendant said that he used the expression jokingly towards a friend of his. Witness knew this was untrue because he and the defendant were the only persons on the road when the defendant used the swear words. Witness took him into custody.

Mr. Wolfe said he did not want to press for a heavy penalty, but this sort of thing would have to stop. It was sheer impudence and bravado on the part of the defendant who wanted to show off. His Worship imposed a fine of \$5 or 16 days' hard labour.

THE MANILA CARNIVAL.

FIRE.

(Concluded from yesterday.)

As stated yesterday, the fire started at the Leyte booth and the next three booths, containing the provincial exhibits and Government exhibits were quickly involved. Thence the conflagration fanned by a strong wind, spread to all buildings on the west side of the grounds until it reached the carnival headquarters which was the last building on the west side. The direction of the wind saved the districts known as Ermita and Malate. The buildings of the bureau of education, forestry, science, agriculture and printing, the carnival gate and the wooding, on the south western part of the city, were burned to the ground. Forty Chinese boy scouts rendered valuable assistance in spreading the alarm and in saving some of the more valuable exhibits and the highest praise is due to them and also to soldiers, police and constabulary who helped to carry valuables to a safe place. At 7.30 the grounds were cleared to prevent further loss of property by thieves and many arrests were made.

About 10,000 people were in the carnival buildings when the fire started. In a few minutes the flames had secured a tremendous hold, the booths were consumed with astonishing rapidity. By a little after 7 o'clock the carnival was a mass of ruins. The frightened people rushed out through the main gate and a bad panic ensued and had it not been for the prompt action of a number of men, who kept their senses, the loss of life would have been heavy. These men formed a barricade keeping back the crowd whilst those who had fallen were enabled to recover and, by means of a large opening made in the fencing, the maddened crowd was able to escape.

The Leyte exhibit contained fabrics and art products valued at many thousands of pesos. There were also valuable farm products, such as abaca, copra, corn and such like. The bureau of printing lost modern presses for three and four colour process, also valuable books and other articles allied to the printing trade. The bureau of science lost a silk weaving and spinning machine together with a collection of marine products, its specimens of Philippine flora and fauna, and a large number of other articles that cannot be replaced. The Forestry bureau lost its entire collection of Philippine woods and forest products which had taken years to collect.

The funds deposited in the carnival headquarters were saved and also some of the records. No definite news is available as to the amount covered by insurance. The Government exhibits were covered by the insular and provincial governments and the loss here is very heavy since the provincial exhibits were located where the fire started. Amongst the other heavy losers are the Manila Trading and Supply Company, the Estrella Auto Palace and the Auto Supply Company. The total loss is estimated at nearly 2,000,000 pesos.

Kinema pictures were taken during the fire.

TRADE MARK CASE.

Before Mr. N. L. Smith this morning, the Kin Kee firm was charged with using gummy bags bearing the trade mark of the Green Island Cement Co., for their cement.

Mr. M. H. Turner prosecuted, whilst Mr. A. H. Crew appeared for the defendants. Mr. Crew said that his clients bought the bags from the Kwangtung Cement Co., who never used new bags, but purchased old ones which had been in existence for a number of years. He asked Mr. Turner if the Kin Kee firm could be allowed to use the bags if the marks were obliterated. In the alternative his clients would notify the Kwangtung Cement Co.

After some discussion, it was decided to remand the case so that Counsel could get further instructions on the subject.

CHINESE TELEGRAMS.

[By Arrangement with the Wah Tsai Yat Po.]

SHANGHAI, Feb. 9.

Dr. Koo and Alfred Sze suggest that preliminary negotiation with Japan about Shanghai is quite in order, if done informally.

Fighting between Japanese and Bolsheviks is expected north of Kirin, on the Sulfan Railway, according to a wire from Harbin.

Chinese standard coins have been designed. They have the flag on one side, and an agricultural symbol on the other.

The annual meeting of shareholders in the Han Yeh Ping Iron and Coal Company was held yesterday. It was decided to pay a dividend of \$6 per share on preferred shares, and \$5.75 on second preferred. Common shares receive \$5.50.

"WALLA WALLA" Launches at Baka Pier. Night and day service.

NEW POLICE QUARTERS.

(Concluded from yesterday.)

The new Police building, which has been under construction for some months now, is practically complete. It is a nice edifice of red brick, substantially built and well planned. The building has a frontage on Hollywood Road. There are three entrances to the building. The main entrance is on the Hollywood Road. There is another entrance on the east side of the building which opens on to the path leading to the Central Police Station, whilst access to the building is obtainable from the Station compound itself. In the construction of this building, the general scheme of the new Magistracy building is adhered to as much as possible, with the result that the building whilst occupying a comparatively limited area, is very roomy. Every room is airy and well lighted. On the lowest floor as one enters the building from the Hollywood Road side are found the gymnasium, a changing room; and baths, and also a Sikh temple and a Mohammedan mosque for the convenience of the Indian members of the force. Proceeding to the other floor, one comes to a sort of gallery immediately above the gymnasium from which point of vantage one can have a good view of what is going on below. It is a gallery not unlike that seen at the V.R.C. On the same floor are also found recreation rooms for the Inspectors, Sergeants and Constables, and a billiard room, whilst the armoury occupies the whole of the back of this floor. On the other floor which is level with the Central Station compound, are located the offices of the Hon. C.S.P., the A.S.P., the C.I., Chinese clerks, and the Detectives' office in which is kept the finger print files. The top floor contains dormitories for Indian and Chinese members of the Force, mess rooms, kitchen, bathrooms, latrines and sculleries.

Plans are now afoot for the early erection on the site behind the Central Station building, which is at present occupied by maddened and other small buildings, of another block which, when completed, will prove to be a boon to the Europeans and other members of the Force now occupying the old building. This proposed new building will be three-storied, will contain kitchens, bathrooms, lavatories and drying rooms for the use of Europeans on the top floor, Indians on the first floor, and Chinese on the ground floor. Every floor of this new building will be connected with the corresponding floors of the main building by means of bridges. This new building will meet a long felt want as the members of the force who belong to the fire brigade will be able to have a hot water bath immediately after their return and can get their wet clothing dried in the drying room in a short space of time.

WHY NOT VISIT INDO-CHINA?

If, to the ordinary tourist who complains in the different hotels at Hongkong about the congestion of boats and his waste of time and money, you suggest a visit to French Indo-China, he will answer you invariably that he never thought of it, that he never heard of anything of interest there, that surely there are no regular steamers running to the Colony, and no hotel facilities through the country.

The fault does not lie with the tourist, but with the steamship and travelling agencies which do not advertise sufficiently the beauty-spots of this neighbourhood of ours. Do we realize that a few hundreds of miles south of us lies close to Hongkong here famous only for its coal, the magnificent Bay of Along strewn with hundreds of islands, and caves of blue stalactites rivaling in grandeur with that of Capri? Either in sampan or in motorboat one can tour for days in the magnificent bay, admiring new wonders at every turn. The folk-lore of Tonkin abounds in poetical legends about each of these rocks and islands. Let us also mention the charm of Haiphong and Hanoi connected with each other by train, river and automobile roads, and the fine scenery one enjoys on a motorboat to Hue. For the lover of wild hunts "a la Roosevelt" there is camping-life to be organized in the forests of Annam, where one may hear the roar of the tiger and hunt other less formidable wild game.

The steamship lines that call at Haiphong are the Mary Line (French, Agents: Lapicque & Co.), Butterfield & Swire and Jardine, Matheson, besides the French steamers of the Messageries Maritimes once or twice a month. If one desires to proceed south of Haiphong and meet one of the big steamers homeward bound at Singapore, one can find several local boats to that port via Saigon; besides the above-mentioned Messageries Maritimes have also smaller steamers calling every tenth day to that port.

April is the beginning of the fine season in French Indo-China, when the sky is clear and the colouring at their best. Many a European wishing to enjoy his Eastern holidays, as well as tourists stranded in Hongkong, would do well to try an exploring expedition to a picturesque country with first class hotels—and at prices within everyone's reach.

COMPANY MEETINGS.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

The annual ordinary general meeting of the Hongkong, Canton and Macao Steamboat Company was held today, at noon, in the offices of the Company.

The Hon. Mr. S. H. Dodwell presided and there were present Sir Robert Ho Tung, the Hon. Mr. John Johnstone, the Hon. Mr. E. V. D. Parr, Mr. W. Sinclair and Mr. W. E. Clarke (Directors) Mr. John Arnold (Secretary) and Messrs. F. M. Hurley, A. Ritchie, O. I. Ellis, M. S. Northcote, A. E. Crapnell, T. F. Hough, and R. E. Bellios.

The Chairman said:—Gentlemen, The Annual Report and Statement of Accounts, with Auditors' Report attached, having been in your possession for the usual period, I will, with your permission, take them as read. The year's working, as we are now able to review it, has I am glad to say, been progressive, and I hope you will think extremely satisfactory, and that the proposed appropriations will meet with your approval. You will have observed that the net earnings of our steamers for the past twelve months have been exceptionally good, so much so that notwithstanding the unusually heavy expenditure for repairs, your Directors are able to recommend not only a final dividend of \$1,000 per share, but also a bonus of \$0.50 per share.

With regard to the appropriation of the remainder of the profits, it is hardly necessary for me to dwell upon the soundness of the policy of writing down the value of our steamers and wharves and of adding to the Equalization of Dividend Fund and Special Repairs Fund as opportunity offers. In view of the satisfactory results of the system of farming out native passenger and freight space on the Canton steamers, your Directors decided in March last to give a trial on the Hongkong-Macao run to this method of working and the arrangement has so far worked satisfactorily. The Investment Fluctuation Account has been adjusted to meet the market value of the shares held in local Companies and on the advice of your Auditors the Company's sterling investments have been written down to market quotations ruling on December 31, 1919. In June last your Directors decided to acquire on joint account with the China Navigation Co., Ltd., a building known as the "Ling Nam Industrial Bazaar" situated on the Bund at Canton, facing the Company's wharves, with a view of converting the same into bonded Godowns. The Company will take possession next month and the necessary alterations will be carried out during the current year. To meet altered conditions of trade your Directors were of the opinion that the Company should possess their own Godowns, in return for their support. During the year all the Company's vessels have been docked for general overhaul, repairs and Government survey. Your Directors confirmed Mr. Arnold's appointment as Secretary in August last. Competition on all the lines operated by the Company continues to be very severe and although a pessimistic view with regard to earning during 1920. The satisfactory results of the year's working are greatly due to the united and loyal efforts of our staff, and your Board, in recommending a bonus on their salaries for the year, of 10 per cent. to the European staff and 20 per cent. to the Chinese staff, feels that it will have your whole-hearted support and approval. With these few remarks, Gentlemen, I beg to propose the adoption of the report and accounts as circulated, and when this has been seconded, I shall be pleased to answer to the best of my ability any questions Shareholders may desire to ask.

Mr. R. E. Bellios seconded, and in doing so, congratulated the management and staff (especially Mr. Arnold) on a most successful year's working. The motion was carried.

Mr. M. S. Northcote proposed, and Mr. A. E. Crapnell seconded, the confirmation of the appointment to the Board of Directors of the Hon. Mr. E. V. D. Parr, Mr. W. Sinclair and Mr. W. E. Clarke and the motion was carried.

Mr. A. Ritchie proposed, and Mr. F. M. Hurley seconded, the re-election to the Board of Directors of the Hon. Mr. S. H. Dodwell and Sir Robert Ho Tung, and the motion was carried.

The Chairman proposed the re-election of Mr. C. Bernard Brown and Mr. A. R. Lowe as auditors for the ensuing year at a remuneration of \$600 each. In doing so he said he would like to explain that in the early part of last year the directors arranged that the audit should be a monthly one instead of an annual one. They later considered that a quarterly audit would meet the requirements of the Company. The auditors therefore, were of course entitled to a larger fee and they therefore proposed that the sum should be \$600, instead of \$400 each and that it should be made retrospective from January last year.

Mr. T. F. Hough seconded and the motion was carried.

SERIOUS CHARGE AGAINST HOTEL MANAGER.

ALLOWING PREMISES TO BE USED FOR IMMORAL PURPOSES.

Before Mr. N. L. Smith at the Magistrate's yesterday afternoon, the Manager of the Great Eastern Hotel was charged with allowing his premises to be used for immoral purposes.

Mr. Eldon Potter (instructed by Mr. H. L. Dennis) appeared for the defence.

The case for the prosecution was that certain Europeans engaged rooms at the hotel on different dates and stayed there with a Chinese girl, a prostitute who is now undergoing a term of one month's imprisonment for soliciting. The allegation against the manager was that he had guilty knowledge.

Mr. Potter said that it had not been proved that the defendant had guilty knowledge. The witnesses for the prosecution had stated that they had not seen the defendant at the time the room was engaged. The girl had not seen him, nor had any of the other witnesses.

Whether the manager had been negligent was another matter. The only point the Crown had proved was the knowledge of the room-boy. Assuming that the boy knew that the woman was a prostitute and had come there for an immoral purpose, that in itself was not sufficient to prove that the defendant had guilty knowledge.

Mr. Smith suggested that the room-boy might have had delegated authority.

Mr. Potter replied that there was no evidence of that at all.

Mr. Smith: There is no evidence as to how a room is engaged at a hotel. You walk in, sign your name and pay.

Mr. Potter replied that they could not judge a Chinese hotel from the same point of view as a European one. The Magistrate would hear that, far from the room-boy having any authority for permitting a room to be used for an immoral purpose, he had definite instructions not to allow rooms to be given for that purpose. The case was one of extreme gravity as far as defendant was concerned, by reason of the maximum penalty being a fine of \$1,000 or six months' imprisonment. There was also the danger, if the man was found guilty, of the hotel licence being jeopardised. When he told the Magistrate that the capital sunk in the hotel was over \$100,000, which had been actually expended, the Magistrate would realise that it was a very serious matter indeed, and it would show the Magistrate whether defendant was going to permit the improper use of his premises for a paltry sum of \$3.75.

After hearing defendant's evidence, which was a complete denial of either knowing the woman, or having guilty knowledge, the Magistrate found that the premises were used for immoral purposes and that the room-boy had a certain amount of delegated authority. In his opinion the manager had not taken proper precautions. He fined defendant \$100.

HONGKONG FOOTBALL LEAGUE.

Owing to the fact that there will be no football matches at Happy Valley on Saturday, Feb. 14. The remaining fixtures in the Second Division, Hongkong League, have been rearranged to take place as follows:—

February 21:—R.N. (R.) versus Kowloon F.C. Club Ground.

February 28:—H.K.F.C. (R.) versus Staff & Depts. Club Ground.

March 6:—St. Joseph's (R.) versus H.K.F.C. (R.) Club Ground.

All matches kick off at 2.30 p.m. sharp.

LATEST SHIPPING NEWS.

ARRIVALS.

The S.S. FOOSHING, Capt. O. A. Robertson, 1,423 tons arrived yesterday from Swatow with 600 tons of rice and 6 bags of mail.

The S.S. HUPEH, Capt. Fennelather, 1,221 tons, arrived yesterday at 7.30 a.m. from Saigon with 1,400 tons of rice.

The S.S. KWEILIN, Capt. A. McDowell, 1,023 tons, arrived yesterday at 6.45 p.m. from Hanoi with 250 tons of general cargo.

Mr. J. Arnold expressed thanks on behalf of the staff for the bonus voted.

The Chairman then announced that dividend warrants were ready and could be had on application, and the meeting terminated.

TO-DAY'S NEW ADVERTISEMENTS

NOTICE.

THE Office and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District WILL BE CLOSED to Public Business on THURSDAY, the 12th instant, and on FRIDAY, the 13th instant, the 20th to 23rd instant.

T. D. MOORHEAD, Commissioner of Chinese Customs, Kowloon and District, York Buildings, Hongkong, February 10, 1920.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transference of Public Business on WEDNESDAY, THURSDAY, FRIDAY and SATURDAY, the 11th, 12th, 13th and 14th instant, from 11.45 a.m. By Order,

LOWE, BINGHAM & MATTHEWS, Secretaries, Hongkong, February 10, 1920.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transference of Public Business on WEDNESDAY, THURSDAY, FRIDAY and SATURDAY, the 11th, 12th, 13th and 14th instant, from 11.45 a.m. By Order,

LOWE, BINGHAM & MATTHEWS, Secretaries, Hongkong, February 10, 1920.

A. S. WATSON & CO. LIMITED.

NOTICE.

RACE DAYS.

ON the 11th, 12th, 13th and 14th instant, all Departments will be open for business until 1 p.m. only. A. S. WATSON & CO. LTD. Hongkong, February 10, 1920.

WANTED.

WANTED.—ASSISTANT SECRETARY for Hongkong branch, China Coast Officers' Guild. Must be qualified marine officer. A liberal salary will be offered to suitable man. Apply the Management Committee, 48 Peking Road, Shanghai.

THE RACES! THE RACES!

DANCES AT THE REPULSE BAY HOTEL.

MOTOR CARS.

PATRONS ORDERING MOTOR CARS FOR THE DANCE MAY ORDER CARS TO HAVE HOOD AND SIDE CURTAINS UP IF DESIRED.

MOTOR BUSES.

THE MOTOR BUSES WILL RUN TO REPULSE BAY HOTEL ON EACH DAY OF THE RACES, LEAVING HONGKONG HOTEL AT 7.15 and 9 p.m. RETURNING at 11 p.m. and 12 MIDNIGHT RETURN FARE \$2.

FOR THE RACES.

THE DRAGON MOTOR CAR CO. ARE RUNNING A SERVICE OF MOTOR BUSES TO AND FROM THE RACE COURSE ON RACE DAY.

THE MOTOR BUSES WILL LEAVE CRATER ROAD (NEAR HONGKONG HOTEL) AT FREQUENT INTERVALS. THIS IS A SAFE AND COMFORTABLE WAY OF PROCEEDING TO THE RACES.

50 Cents Single Fare 50 Cents. Tel. 482.

DRAGON MOTOR CAR CO.

NOTICE.

The Chartered S.S. "BANGKOK" will take Cargo for CALCUTTA and will sail direct for above-mentioned Port on or about the 14th instant.

For further particulars, please apply to: R. RODENFUSER, Acting Agent—Messageries Maritimes Co., Queen's Building, Hongkong, February, 9, 1920.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that

the ORDINARY YEARLY MEETING of the Shareholders of this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of February, 1920, at Noon, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending 31st December, 1919.

The Register of Shares of the Corporation will be CLOSED from MONDAY, the 16th February, to SATURDAY, 28th February, 1920, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Court of Directors, N. J. STARR, Chief Manager, Hongkong, February 10, 1920.

WISEMAN, LTD.

TEA DANCE

TO-DAY

(TUESDAY), 10th Feb.

Dance Tickets 50 cts. each.

D. M. GOODALL, Manager.

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

From SCANDINAVIA.

THE Motorship "CHILE."

having arrived from the above ports on the 10th February, 1920. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves delivery may be obtained.

Optional cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY. Goods not cleared by the 17th February, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 16th February, 1920, at 10 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by Messrs. THORESEN & CO., Agents, Hongkong, February 10, 1920.

THE NORWEGIAN AFRICA AND AUSTRALIA LINE.

NOTICE TO CONSIGNEES.

From SCANDINAVIA.

THE Steamship "TYSLA."

having arrived from the above ports, on the 10th February, 1920. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves delivery may be obtained.

Goods not cleared by the 17th February, 1920, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 16th February, 1920, at 10 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by Messrs. THORESEN & CO., Agents, Hongkong, February 10, 1920.

"WALLA WALLA" boats are new and fast. Get them at Blake Pier.

NOTICE.

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

From SEATTLE.

THE Steamship.

"WEST JENA," having arrived from Seattle, via ports, on Feb. 10, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on February 17, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after February 17, 1920, will be subject to rent.

No fire insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC., Agents, 1st floor, Powell's Building, 12, Des Vaux Road, Central, Hongkong, February 10, 1920.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship "TAJIMA MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hazardous and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the February 16, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents, Hongkong, February 9, 1920.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship "KOREA MARU."

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS and MANILA.

The above named Steamer having arrived Tuesday, February 9, 1920, consignees of Cargo are hereby notified to present their Bills of Lading, for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Tuesday, February 17, 1920.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined, on Tuesday, February 17, at 11 a.m.

No claims will be recognized after the goods have left the steamer or Godown and none will be entertained if presented later than three weeks after arrival of steamer.

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Monteagle	Mar. 23	Apr. 17
Empress of Japan	Mar. 29	Apr. 19
Empress of Asia	Apr. 8	Apr. 28
Empress of Russia	May 6	May 24
Empress of Japan	May 28	June 16
Empress of Asia	June 3	June 21
Monteagle	June 4	June 22
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 17
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 5	Aug. 23

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INLAND WATERWAYS.

MR. NEVILLE CHAMBERLAIN ON THEIR FUTURE.

Mr. Neville Chamberlain, M.P., addressing the members of the Birmingham Business Club, took as his subject Inland Waterways: Some New Considerations, reports the Journal of Commerce.

Mr. Chamberlain, after briefly recalling the recommendations of the Royal Commission on Inland Waterways, endorsed by the Waterways Association for the acquisition and improvement of the cross system of canals, reviewed the changes in the conditions brought about by the war. He pointed out that in many respects the change was for the worse. The condition of the canals had deteriorated. Considerable numbers of men had been abstracted from their occupation, and the high wages and short hours now prevalent bore with special severity upon the canals, where, owing to long neglect, nothing had been done to introduce labour-saving contrivances. The prospect of overcoming these difficulties by drastic means was even more discouraging since the cost of the engineering work necessary would now probably be more than double what it was before the war. Nor was this the moment when the nation would feel inclined to embark on large capital expenditure, which could not be remunerative for some time to come. Nevertheless, Mr. Chamberlain expressed the opinion that this was no time for apathy or standing still, the condition of transport was chaotic, and one of the particular causes was the subsidising of the railways, which had forced the traffic of the canals and the coastwise routes on the railways. In his opinion we could not afford to neglect any system of transport in considering the future, and though water transport might now, owing to special conditions, be even dearer than transport by rail, he was certain that in the future it would again become cheaper, and if improvement were carried out very much cheaper for certain goods than any other system. This was a specially favourable time for improvement now that all transport systems were controlled by one minister who would decide not what was best for railways, but what would most benefit the whole country. The first and most important step was to decide on a definite policy, should canals be considered as an essential part of our transport system of the future; if so, whatever steps were necessary must be taken at once to restore to them their functions. He divided these steps into two stages. The first should be to get back to the canals the traffic they possessed before the war, and in this connection Mr. Chamberlain made an earnest appeal that the canal should be made toll free for at any rate a period of years. He pointed out that this would only put them on a footing similar to that of the roads and that if, as he hoped, it was decided to purchase the canals for the State it would be the natural outcome of the transaction. He also advocated that railway rates should be fixed after consideration of canal rates, so that if it were thought desirable that goods should go by water rather than by land, rates should be so arranged as to render this inevitable. He advocated the setting up of a Canal Committee, which should embrace the railway owned, and the independent canals, and which he said would form a body of experts which could render most valuable advice to the Transport Minister. The second stage of the policy Mr. Chamberlain said should be to improve all through routes. Before this could be done a number of problems must be investigated, including the proper methods of finance and the means of administering the improved waterways. He suggested that the cost might be shared between the State and the local authorities generally concerned as is done largely upon the Continent. It would be necessary to consider in what proportion this cost should be borne and what benefits should accrue to those who shared the burdens.

In conclusion, Mr. Chamberlain recommended that a committee of the Consultative Council of the Ministry of Transport should be immediately entrusted with the investigation of the problems connected with large capital expenditure upon canals. It was there done while the other measures he had suggested were being carried into effect he believed that canals would take their proper place in the general inland transport system of the country, and that Birmingham, more than any other city, would experience the benefit of the change.

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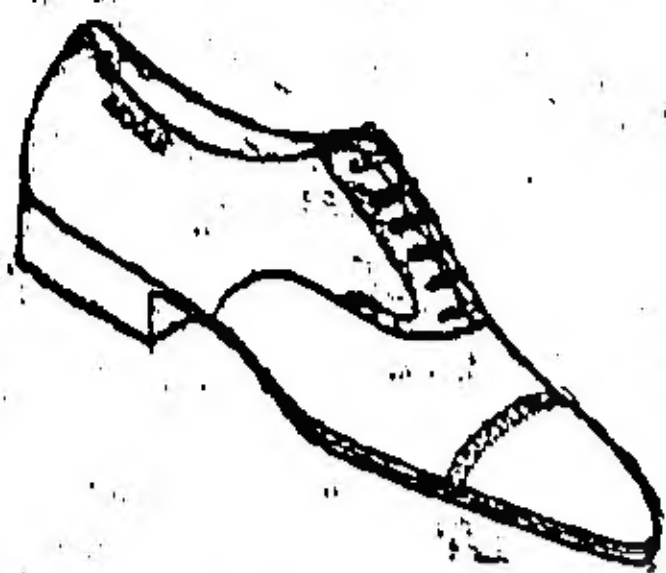
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ST. JOSEPH'S COLLEGE.

DISTRIBUTION OF PRIZES.

The annual prize and speech day of the St. Joseph's College took place in the spacious hall of the College building, Kennedy Road, yesterday afternoon. The hall which was specially decorated for the occasion, presented a very gay appearance. A platform was erected at the far end of the hall, and being tastefully draped with bays, and having for its background a fine array of silver cups—trophies won by the students of the school in the various branch of sports—it formed an ideal stage from which the pupils of the school performed to a large and appreciative audience composed of their proud parents and friends.

Amongst the guests of honour were H.E. the Governor (Sir Reginald Stubbs, K.C.M.G.), who was accompanied by Capt. McGrath, A.D.C., His Lordship Bishop D. Pozzoni, Mr. E. Ralphs, Pere Robert, Rev. Fr. Novat and Rev. Fr. Spada.

The function opened with a well arranged programme of music contributed by the pupils of the school, and judging by the applause with which every turn was received, it was much appreciated by all present. The following was the programme:—

Piano Duet.....Master J. Urreaga and Rev. Fr. Riganzi.
Vocal Duet....."What are the Wild Waves saying?"
Masters D. Montalto and C. Osmund.
Dialogue....."I'll be a Gentleman."
Masters L. Guimarães, C. Silva, E. Carvalho and M. Silva.
Piano Duet.....Masters J. Urreaga and A. Gay.
Vocal Solo....."The Death of Nelson."
Master Marcus Silva.
Recitation....."Music Hath Charms."
Master A. M. Xavier.
Violin Solo.....Prof. Gonzales.

THE REPORT.
Rev. Bro. Aimar, director of the College, read the Report as follows:—
Your Excellency, My Lord, Ladies and Gentlemen,—On behalf of the Staff and Pupils, I am happy to welcome your Excellency to-day, and to express our grateful appreciation of your kindness and the interest you take in our work. I have this year the satisfaction of reading to you a report which records a successful scholastic year: for unlike 1917 and 1918, the year 1919 was free from accidents and epidemics such as hampered the regular working of the school for the successive years.

ATTENDANCE.
The average enrolment of the 16 classes held here and in the Robinson Road building was 563 and the average attendance 530. The enrolment and attendance of the Kowloon Branch was 58 and 53 respectively.

WORK.
At the Annual Inspection, Mr. Ralphs reported the discipline excellent, and the Staff in accordance with the Code requirements. I quote from the remarks on Reading and Composition. "An improvement in Reading has taken place during the year. In Classes 4A and 4B pronunciation and enunciation showed marked improvement. In Classes 3, 2, and 1, the boys read intelligently and with proper expression. As to Composition in Class 5, the work done was satisfactory. In Class 4, a story was reproduced by the boys: 16 papers were excellent, 26 very good, and 26 good. Many of the papers were well written. In the higher classes, the essays were written for the Inspector. Six excellent, 30 very good, and 38

good. In Classes 1 and 2 the essays were well written and gave evidence of considerable general knowledge. Test examinations are held at stated times during the year, and detailed reports regularly applied to the parents of the pupils. The new edition of the Weekly Report Book contains a complete record of the weekly and monthly reviews and of the Quarterly Tests.

PUBLIC EXAMINATIONS.

The younger boys of Class 3 take the Oxford Preliminary Examination. Seventeen were successful in the last July Examination. The Lugard Scholarship was awarded to H. Braga. The 40 boys on roll in Class 2 were presented for the Junior Local Examination. Twenty-five of them passed in July, and six more in December. S. A. Rumjahn obtained distinction in Stenography, Yung Kai Yip in Arithmetic, Chinese, and Biblical Knowledge, and Loh Kung Tsao in Biblical Knowledge. The students of Class 1 distinguished themselves. Eleven passed the Matriculation, eight in July and three in December; three others were awarded a Senior Local Certificate, and but three failed out of 17 on roll. J. B. Vinh and Chow Fung To matriculated with Honours.

COMMERCIAL COURSE.

In his report the Director of Education noted that Shorthand is very successfully taught to selected pupils in the Upper Classes. During the year under review three First Class and 18 Second Class certificates were awarded by Pitman's Institute. There are 10 typewriters for the use of the boys, and both Boarders and Day-scholars avail themselves of them between school hours. With regard to the Higher Classes it is satisfactory to note that whereas the total attendance of the College has increased by only 40 in five years, it has gone up roughly from 50 to 100 in Classes 1, 2, and 3; so that one-third of the present pupils frequent those classes. This improvement is partly due to the assistance given to boys in poor circumstances by Charitable Societies. I notice that the boys appreciate very much what the Society of St. Vincent de Paul and the Hongkong Benevolent Society are doing for them, and feel that they must respond to the practical sympathy shown them by good behaviour and greater diligence in their studies.

BOARDING DEPARTMENT.

The accommodation we have for boarders has been fully occupied throughout the year. Dr. Strahan found the buildings in an excellent sanitary condition, and was able to report that, with the exception of a few cases of influenza, the children had enjoyed very good health.

ATHLETICS.

The following list of trophies carried off last year shows that the reputation of the College for athletics has been well maintained.—The College Team won the Junior Football Championship and Senior Shield. A. Rahmin won the Senior Championship at the Hongkong Schools' Sports, and the Championship of the Colony. The Junior and Senior Team Races, the Half-mile and the Quarter-mile races, and the Swimming Shield in the Inter-school Swimming Competition, were also won by the students.

ACCOMMODATION.

In his report the Director of Education states that owing to lack of accommodation in this old club-building, seven classes are taught in the old St. Joseph's College annex, which is suitable as a school building, but the arrangement is very inconvenient, as it is some distance removed from the

rest of the school. Mr. Ralphs is right; it is very inconvenient indeed to take 50 boarders up and down twice a day at all times, especially in rainy weather. Moreover, the club building is unsuitable for class-rooms: only three or four are properly lighted and ventilated. Thus we are practically compelled to build new class-rooms with a view to providing accommodation for the whole school. Building operations were commenced last November. The extension will be a three-storied building containing five classes in each floor. A year hence our little housing problem will be solved, and both the day school and the boarding establishment re-organized, on our new site. I must confess, however, that our financial difficulties will be increased to such an extent that we find it impossible to surmount them without the assistance of the public. But you know that the heavy debt we have already incurred is due to circumstances over which we had no control, and that the funds we need for the new building will be solicited for the welfare of the 600 children to whose education we devote our lives; and what we receive from you will go to them. I feel therefore confident that my appeal for assistance will be heard, and that the \$60,000 we still need will be forthcoming.

I now remains for me to thank Your Excellency very much for having come to present the prizes to-day. I wish to express my grateful thanks to our benefactors for their contribution to the Prize Fund. I also thank you, My Lord, Ladies and Gentlemen, for the honour of your presence.

After the reading of the report by Bro. Aimar, his Excellency, addressing the gathering, said: I am sure that we may congratulate the College on the excellent year's work of which the report has been read to you, and that we may, also, express the hope that by this time next year they will have solved the small problem of financial requirements to which the Principal has alluded. I think, as a matter of fact, I have some correspondence on the subject which I will bear in mind when circumstances are somewhat easier than at the present moment. There is nothing, I think, that arises specially out of the report. I am very glad to see reference made in the report to the excellent work done by the Society of St. Vincent de Paul and the Hongkong Benevolent Society, and to learn that the work is appreciated by the boys, as it is through the work of these societies that the boys are able to equip themselves with a good and sound education. The trophies, which you see on the platform, show that the school does not sacrifice the *mens sana in corpore sano* to the *mens sana*, and the record which appears in the report is one of which any school may be justly proud. I note with regret the absence of reference to one form of sport which I consider one of the best for boys' school, and that is boxing. I think I am not giving away any secret of the recently formed Boxing Association when I tell you that it is proposed to establish a school's boxing competition in the near future. I want to arouse enthusiasm among the staff and the boys for boxing, and I hope we shall then see St. Joseph's taking a prominent part in this as it has done in other forms of sport. I must express my pleasure at being asked to be present, my congratulations on the record of last year and my hope that the record of the present year will be even better. I am absolutely unable to make myself audible, and, bearing in my mind that the preliminary duty of a gentleman is to have consideration for others, I will not pain your feelings by making any further remarks. (Laughter and applause.)

His Excellency then presented the prizes to the successful students.

PRIZE WINNERS.

Class 5A.—H. M. Remedios, Andrew Tabouillot, V. Marques, H. Barretto, H. Sullivan, G. W. Pearson and C. Barros.
Class 5B.—Sung Sui Un, Chan Won Yuen, Lo Pak Wang, Pan King, Yu Cho Nim, Tsui Foo Khuen, Lai Shan Kam and Kung Ping Yuen.
Class 7A.—B. Fung, Q. Fung, G. Ribeiro, F. Cruz, B. M. Vieira, S. E. Xavier, R. Pucco and Robert Choa.
Class 7B.—Si Loong, Yui Lun, Sik Luen, Sin Hoy, Wai Chan, Wing Fook, Yin Chee and Sui Wing.
Class 8A.—A. Fung, Ho Suk Yee, C. da Roza C. Wilkinson, Lim Yee Yab, A. Ward, V. Rodrigues and Go Teong Nam.
Class 8B.—Lo To Tung, Pek Wan, Kin Paw, Lan Chow, Yoon Cheong, Wong Chin, Chum Ip and Wing Yau.

Class 6 (Kowloon Branch).—P. Britto, F. Pinna, P. Silva, B. de Jesus, G. Souza and L. Gomes.
Class 5A.—P. Ozorio, A. G. Ribeiro, J. Urreaga, G. R. Silva, C. da Souza, N. Rumjahn, L. Peres and C. F. Osmund.
Class 5B.—Tak Yin, Poh Chang, Shan Ki, Tak Chin, Kin Fong, Kwong Ying, C. N. Kuen and Lun Yung.

Class 5 (Kowloon Branch).—B. de Jesus, R. Tavares, M. Soares, J. Alvares, V. Nunes and S. Souza.

Class 4A.—Marcus Silva (Old Boys' Scholarship), A. M. Xavier, F. Garcia, M. Fishman, D. Xavier, H. Remedios, A. Gosano and G. Noronha.

Class 4B.—J. Holm (Old Boys' Scholarship), C. Chanatong, J. Lau, J. Loi, C. Rodrigues, A. Rozario, A. Gay and F. Noronha.

Class 4C.—Kai Man (Old Boys' Scholarship), Ying Lok, Sik Wing, Lan Lap, Marius Woo, Ip Kan, Lan Fook and Pan Yu.

Preliminary Class.—Paul Hachiuma, L. da Silva, Hugh Braga (first for English), Lugard Scholarship, L. Kwok, W. C. da Silva, S. Concepcion, Joseph Alves and José da Silva.

Class 3B.—Li Tek Joo (Old Boys' Scholarship), Li Tek Hwu, R. A. Razack, L. Hon Wong, Francis Young, C. Remedios, A. Hamet and O. Rumjahn.

JUNIOR CLASS.

General Proficiency.—Yung Kai Yip (Brother Peter's Memorial Scholarship).
English.—1st, S. H. Garrod (Bellios Scholarship); 2nd, J. E. Noronha.
Biblical Knowledge.—1st, Kai Yip (distinction); 2nd, Chun Chung.

Mathematics.—1st, Kai Yip; 2nd, M. Umemoto.

History.—1st, A. G. Abbas; 2nd, S. H. Garrod.

Geography.—1st, M. Ono; 2nd, Tse Tak On.

Arithmetic.—1st, Kai Yip; 2nd, Chong Lam.

Drawing.—1st, Kai Yip; 2nd, Danenberg.

Book-keeping.—A. R. Tavares.

Shorthand.—S. A. Rumjahn (distinction).

French.—Paul Valery.

Chinese.—Kai Yip (distinction).

Portuguese.—A. E. Tavares.

SENIOR CLASS.
Religious Knowledge.—1st, F. V. Ribeiro (Bishop Pozzoni's Prize); 2nd, Leonardo D'Almada.

English.—Leonardo Xavier (Senior Bellios' Scholarship).

English Literature.—1st, L. Xavier (Sir H. N. Mody's Gold Medal); 2nd, J. B. Vinh.

Mathematics.—1st, J. B. Vinh; 2nd, Chow Fung To.

Modern Languages.—J. B. Vinh (French); Leonardo D'Almada (Portuguese).

Chinese.—1st, Chow Fung To (Li Shek Pan's Gold Medal); 2nd, Man Kai.

History and Geography.—1st, J. B. Vinh; 2nd, S. A. M. Sepher.

Drawing.—1st, J. B. Vinh; 2nd, Chow Fung To.

EXAMINATIONS.
Oxford Preliminary (Passes).—A. da Silva, C. R. Pereira, Joseph Alves, Eric Jordan, John Gomes, Hugh Braga, Lam Chun Pui, José Neves, Paul Hachiuma, Tam Wing On, José da Silva, H. Barros, C. da Silva, L. Kwok Wah, Victor Cruz, P. Cooper and N. Shalabanoff.

HONGKONG UNIVERSITY.
Junior Local Examination.—John Go Tuen, Joseph Lau Kam Wing, Stanley Hall Garrod, Minoru Ono, Lawrence Tsan Nam Fong, Anthony Augustus Gil, Paul Valery, Abdul Gunnee Abbas, Jai Pestonjee Cooper, Antonio Botelho, Sirdar Ahmet Rumjahn (distinction in stenography), Antonio d'Azevedo, Luke Tang Yee Yuen, Andrew Tse Tak On, José Eduardo Noronha, Louis Ma Yun Choi, Joseph Chan Kwok Leong, Morio Umemoto, Kai Yip Yung (distinction in arithmetic, Chinese, and Biblical knowledge), Alberto Eduardo Tavares, Reinaldo Danenberg, Ying Chong Lam, Arthur Richard Tavares, Tang Cheong Leung, Fong Chun Chung, Arthur de Jesus, Joseph Shak Cheong On, Carlos Vincente da Roza, Mario Silva, Arnaldo G. Botelho and Michael Loh Kung Tsao (distinction in Biblical knowledge).

Matriculation (Honours).—J. B. Vinh and Chow Fung To.

Matriculation (Passes).—G. M. Barwald, Wong Chow Soi, K. H. Erani, S. A. M. Sepher, Ho Man Kai, L. d'Almada, F. V. Ribeiro, Leung Wah Ping and L. F. M. Xavier.

Senior Local (Passes).—A. D. Rosario, Anthony Ng and Frank Tse Wing Kwan.

PITMAN'S SHORTHAND EXAMINATIONS.
First Class.—Sirdar Rumjahn; J.

MANCHESTER WEEKLY MARKET REPORT.

Messrs. James F. Hutton & Co., Ltd., Manchester, report on January 7 as follows:

Since the issue of our last report on December 24 no new features, of any importance have become manifest but there has certainly been an accentuation of the influences which dominated the situation at that time. At New York spot cotton has remained unchanged at 39.25 since December 17 and near months have varied little but the more distant positions have recently been advancing rapidly especially in these few days of the New Year. At Liverpool all quotations for American cotton show remarkable gains and Egyptian has advanced literally by leaps and bounds. In both these markets a more generally optimistic view is prevalent owing to an easier money situation, the ready absorption of spot cotton and the strong tone of the yarn and cloth markets.

The activity in both these sections has again been very considerable in spite of the Xmas and New Year holidays intervening. The pressure to buy continues and that the turnover has been relatively small in comparison to the offers made owing to the fact that makers and producers generally have exercised a more marked restraining influence by definitely refusing to undertake new orders whilst they have still so much on the books. Therise in the raw material has been fully reflected in yarn and cloth prices on which considerable advances have had to be paid from day to day. Buyers are in fact forcing rates up by their continued pressure in face of the very general indisposition of manufacturers to go further ahead. That a speculative element has also taken some part in stiffening prices there can be little doubt and such holdings must always introduce a potential amount of risk when values are so much inflated.

Of the business offered India is still responsible for a very large proportion. Buyers there continue to confirm telegraphic quotations without any latitude and these are of course quite useless on receipt here. Some few have given their friends on this side a free hand but unfortunately in many instances this has happened too late as manufacturers have booked up in the meantime. China has operated on a smaller scale and South America, the Levant and Egypt have also bought freely. Silver is slightly easier and the course of prices in the immediate future is likely to depend largely on whether China continues to buy or not after their New Year Festivals.

THE LITTLE ONE'S COLD And How To Treat It.

If your little one has a cold do not neglect it, for neglected colds lead to bronchitis, pneumonia and dangerous illness.

When the first symptoms of a cold are noticed, give the child a warm bath and carefully reduce the quantity of food a little and give Baby's Own Tablets to move the bowels. Grasp the nose inside and out with pure vaseline.

Mrs. James H. McDermid, of Marlborough, Ontario, Canada, says: "I find Baby's Own Tablets the best medicine for baby I have ever used. They break up colds, cure sour stomach and the other little ills with which babies are troubled. They have made my baby bright, strong and healthy, and I would not be without them."

Baby's Own Tablets are so reduced to be entirely free from narcotics and perfectly harmless. They are recommended in cases of simple colds, constipation, indigestion, diarrhoea, teething troubles and worms. Sold by chemists, or post free at 6 cents the vial by Dr. Williams' Medicine Co., 95 South Street, New York.

Cecil Guimam and Paul Wong.
Second Class.—Tong Chun Chung, Yung Kai Yip, Paul Wong, Luké Tang Yee Yuen, Lawrence Tsan Nam Fong, Minoru Ono, Morio Umemoto, Abdul R. Azari, Loung Tang Cheong, Charles F. S. Pau, Arthur de Jesus, Stanley H. Garrod, J. E. Noronha, Albert Tavares, Cecil J. Guimam, Joseph Kwok Leong, A. G. Abbas, Anthony A. Gil, Michael Loh Kung Tsao.

"At the conclusion, the famous 'Day-dream' string band, composed of past pupils of the College rendered a fine selection which was heartily applauded by all present."

The function terminated with the playing of the National Anthem.

NOTICES.

DAIRY FARM NEWS.

OUR BUTCHERY DEPARTMENT

Can supply all your requirements in Australian and Local Meats

RABBITS, HAMS, BACON, SAUSAGES, CORNED BEEF & PORK.

OUR THIS WEEK'S SPECIALITY
OXFORD SAUSAGES.

TRY THEM!

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

GOOD VALUE IN STATIONERY GOODS AT WHITEAWAY'S

TURNER LINEN STATIONERY

Boxes of Stationery containing 50 Sheets of blue linen paper with 50 envelopes to match
\$1.25 Box.

Turner Linen Memorandum Pads in white or blue.
Size 4½ x 7½ inches.
60 cents Pad.

Turner Linen Writing Pads. Full size in white only.
Size 9 x 7 inches.
\$1.00 Pad.

Turner Linen Envelopes, in blue only.
\$1.00 hundred.

The "WAYLOO" Cambrie Writing Pad, containing 100 sheets of fine faint ruled Paper. White only. Excellent Value 90 cts. a Pad.

The "BEATRICE" Pad. 75 sheets of fine lined faced Bank paper. With Blotter.
60 cts. a Pad.

The "RIGHT AWAY" Pad. Large Post Quarto White Wave Paper, ruled faint with Blotting Paper complete 30 cts. a Pad.

The "GALA TEA" Box of Stationery, containing 50 sheet Creamlaid paper with Envelopes to match.
\$1.50 Box.

"BANKERS" Indelible Ink Powders. Acid proof Waterproof and fadeproof. Sufficient powder to make a Quart of ink.
90 cts.

WHITEAWAY, LAIDLAW & CO., LTD.

20, Des Vaux Road Central, Hongkong.

MOTOR THE REPUBLIC MOTOR BOAT FOR BOATS. SERVICE DAY AND NIGHT.

Head Office: Fray's East Station at Blake Pier.
Tel. 307. Tel. 1257.
Passengers conveyed to and from steamers or across the harbour. Our reliable craft are eminently suited for PICNIC PARTIES, roomy but economical.

Forget the last Ferry. We take you to Tsim Sha Tsui for \$1.00—specially reduced fare.
General Terms: \$2.00 per hour or part thereof, or \$1.00 per trip not exceeding 15 minutes.

Our runners will meet you on the WESTERN SIDE of Blake Pier. For long trips and hire by the day apply to the Superintendent there.
MURKIN, Managing Director.

TRIALS SOLICITED BY JAMES STEER

THE CHRONOMETER AND WATCH MAKER
(Contractor to H. M. Naval Yard).
8, 1st House, Street, Hongkong.

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SOUTHAMPTON DEVELOPMENT COMMITTEE.

NECESSITY FOR INCREASED DOCK ACCOMMODATION.

The Southampton Development Committee are pegging away with the work of fostering the interests of manufacturers and shipping concerns in the country with a view to bringing them to this district, says the *Journal of Commerce*. It is an obvious fact that an early start in the construction of additional dock accommodation in the port is one of the most essential points, and when it is considered how long an undertaking of this kind would take, it will be recognised that it may be some years yet before further large shipping companies can make Southampton their home port. The foregoing reason also applies to the much desired dock facilities for the distributing trades, and had it been possible to carry out certain proposals that were made in 1914, the port would no doubt by now have enjoyed up-to-date methods for dealing with cereals and other classes of bulk cargo. The committee have been devoting considerable attention to the future of oil fuel bunkering, and to help the establishment of STORAGE DEPOTS FOR OIL FUEL.

Temporary measures have been taken of some of the large oil concerns, but it is anticipated that the trade of the port in a few years time will be beyond the provision made at present in connection with the floating hulks. In the opinion of a well-known engineer, it will be necessary to provide dock berths with pipes conveying oil to them in the same way as water is supplied to-day, although probably before this takes place the liners will have to be bunkered from oil lighters towed alongside the vessel in the docks, in the same way that the coal barges are dealt with to-day.

For certain industries Southampton is shown to be at a disadvantage, through no fault of its own, in connection with railway rates to other parts of the country, and recently an inquiry for a site from a large firm of rubber goods, whose raw materials are landed chiefly at Liverpool and London, has come to hand, and Southampton has been temporarily turned down as the point for their new factory on this account. It has been pointed out that the development of the coasting steamship companies here, and Southampton's nearness to the Continent, may to a large extent remove this grievance. The future of railway rates may also put Southampton in a stronger position, and if a proportion of the raw materials can in future be landed at Southampton, when further dock accommodation is available, this will no doubt have its effect on the decision of manufacturers.

It would appear to be an urgent necessity in the opinion of the committee that the main line of rails to London should be at least increased to four tracks through the port. It will be remembered that the greater part of the main line has been so constructed, but that a stop has been made just above Micheldever. Until this is accomplished it will always be difficult to overcome congestion at a terminus of the size of Southampton.

HONGKONG STOCK EXCHANGE.

HONGKONG, 10th FEBRUARY, 1920. OFFICIAL QUOTATIONS.

11 A.M.	
Sterling Exchange 9/2 T.T.	
Hongkong Bank	3500 n.
MARINE INSURANCE.	
Canton Ins.	3360 n.
North China Ins.	3160 n.
Union Ins.	3170 n.
Yangtze Ins.	2960 n.
Far Easterns	T. 19 n.
FIRE INSURANCE.	
China Fire Ins.	3133 n.
Hongkong Fire Ins.	3003 n.
SUGAR.	
Donagles	389 s.
H.K. Spambests	321 s.
Indo-China (Dist.)	320 n.
On (Dist.)	303 n.
Star Transport	3470 s.
Star Ferries	329 s.
RUBBER.	
China Sugars	3201 n.
Malayan Sugars	37 s. cum. div.
MISCELLANEOUS.	
Kailan Mining Adm.	140 s.
Langkai	T. 14 n.
Shanghai Loans	7.14 n.
Shai Explorations	31 n.
Rauha	40 n.
Trench Mines	30 n.
Ural Caspian	30 n.

DOCKS, WHARVES, GODOWNS, &c.	
H. & K. Wharfs	382 b. ex div.
H. & W. Docks	3145 b. 149 s.
Shai Docks	3106 n.
New Engineering	328 s.
LANDS, HOMES & BUILDINGS.	
Central Estates	3107 s.
Hongkong Hotels	3118 n.
Hongkong Lands	3109 n.
Hongkong Properties	3173 n.
Kowloon Lands	350 n.
Land Reclamations	3133 n.
West Point	308 n.
COTTON MILLS.	
Ewo Cottons	3180 n.
Kung Yik	310 n.
Leong Kung Mow	3300 n.
Oriental	3299 n.
Shanghai Cottons	3315 n.
Yangtze Spices	332 n.
MISCELLANEOUS.	
Cement	3647 b.
China-Borneo	3117 n.
China Lights Old 47 & New 35 b.	3170 n.
China-Providents	320 b. 22 s.
Dairy Farms	338 n.
Macao Llo.	334 n.
Hongkong Ropes	327 s.
H.K. Tramways	37 s.
Peak Tramways (Old)	37 s.
do. (New)	380 n.
Steam Laundries	313 b.
H.K. Steel Foundry	310 n.
Water-works	310 b. ex div.
Watsons	303 n.
Wm. Powells	312 b.
Wimans	327 b.

TAIYO & CO.

JAPANESE BOOTS AND SHOES

MADE TO ORDER.

No. 2, Wyndham St.



BANKS. ASIA BANKING CORPORATION HONGKONG.

Announces that the Italian Government Treasury have appointed them Fiscal Agents in China to offer

ITALIAN GOVERNMENT 5% CONSOLIDATED LOAN

Subscriptions open until March 10th for these bonds, issuing price Lire 87.50 plus interest.

HEAD OFFICE: NEW YORK.

OTHER BRANCHES:

SHANGHAI PEKING HANKOW MANILA TIENTSIN CANTON CHANGSHA

EXCHANGE.

Hongkong, February 10, 1920.	
On London	9/2
Bank, Wire	9/2
On demand	9/2
30 days sight	9/2
4 months sight	9/2
Credit, 4 months sight	9/2
Documentary 4 months sight	9/2
On New York	102 1/2
On demand	102 1/2
Credit, 30 days sight	102 1/2
On Bombay	224 1/2
On demand	224 1/2
On Calcutta	224 1/2
On demand	224 1/2
On Singapore	224 1/2
On demand	224 1/2
On Manila	224 1/2
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On Yokohama	224 1/2
On demand	224 1/2
On Hongkong	224 1/2
On demand	224 1/2
On Canton	224 1/2
On demand	224 1/2
On Hankow	224 1/2
On demand	224 1/2
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On Shanghai	224 1/2

WEATHER REPORT.

February 10. 11A. 57m. - No returns from Vladivostok, Japan, Indo-China or the Marianas. Pressure has increased considerably at Weiweiwei, slightly at other reporting stations.

The anticyclone has strengthened. Strong onshore winds are expected along the south-west coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inch. Total since January 1st, 0.97 inches against an average of 2.04 inches.

Forecast for the 24 hours ending at noon on January 11th, 1920.

1. - Hongkong to Cap Rock. N.E. winds, strong overcast, some drizzling rain or mist.

2. - Formosa Channel. N.E. winds, strong.

3. - South coast of China between Hongkong and Lamcocks. The same as No. 1.

4. - South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY.

HONGKONG, DAILY WEATHER REPORT.

FEBRUARY 9, 1920. - a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	8 a.	30.50	16.8	77	NW	2	Cloudy
Manila	8 a.	30.50	16.8	77	NW	2	Cloudy
Yokohama	8 a.	30.50	16.8	77	NW	2	Cloudy
Shanghai	8 a.	30.50	16.8	77	NW	2	Cloudy
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